ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

February 26, 2009
Agenda Item 6.5.1

DATE: February 12, 2009

TO: CMA Board

FROM: Administration and Legislation Committee

SUBJECT: **I-80 Central Rail Corridor Study**

Action Requested

The CMA has been requested to be the lead in the I-80 Central Rail Corridor Study of the Martinez Subdivision for which partial funding has been secured. The Study would establish a list of prioritized improvements to address safety and rail capacity issues in the corridor. It is recommended that the CMA Board approve the following actions in support of conducting the I-80 Central Rail Corridor Study:

1. Authorize the Executive Director, or his designee, to execute Agreements /Memorandum of Understanding (MOU) relating to the transfer and/or use of a $360,000 federal earmark secured by the Port of Oakland (Port) for the I-80 Central Rail Corridor Study;
2. Authorize the Executive Director to execute Agreements /Memorandum of Understanding (MOU) relating to the use of potential future grant funds in the amount of $300,000 with Caltrans and/or MTC; and
3. Authorize the Executive Director, or his designee, to execute an agreement with a new consultant to provide professional services to conduct the study for an amount not to exceed $550,000.

The CMA will be the lead agency in this multi-county rail corridor study of the Martinez Subdivision. Project costs will be funded through a $360,000 federal earmark from the Port, $300,000 through a potential Caltrans Partnership Planning Grant, and $72,000 local match provided by the study partners. It is anticipated that the CMA's share of the local match will not exceed $20,000.

Next Steps

CMA will work with the Port of Oakland, Caltrans and MTC to obligate the federal earmark designated and apply for potential grant funds for this project. Subsequently, the CMA will enter into an agreement with a consultant to prepare the Rail Corridor Plan.

Discussion

The I-80 Central Rail Corridor Study boundaries extend from the Port of Oakland to Solano and

Contra Costa counties. The study will focus on developing and prioritizing improvements in the Martinez Subdivision from the Port of Oakland to the City of Martinez to address safety and rail capacity issues in the corridor.

The CMA was approached by MTC, CCTA, and the Port of Oakland to oversee the preparation of the I-80 Central Rail Corridor Study. There are two phases of the project. First phase activities include developing the scope of work for the Plan, retaining consultant services, applying for a Caltrans grant for Phase 2 work, establishing stakeholder structure and protocols, outreach to stakeholders to determine issues and concerns, beginning data collection and the documentation of existing conditions. Phase 2 would complete the Rail Corridor Plan.

The Port of Oakland has agreed to transfer federal earmark funding available for this project to the CMA to begin the first phase of the study. Staff is working with the funding partners to develop the grant application for the second phase of the study and to find the funds required for the local match. It is anticipated that the CMA's share will not exceed $20,000.

Table 1 Project Funding Plan:

Funding Source	**Total**
Federal Earmark	$360,000
09-10 Partnership Planning Grant (not yet secured)	$300,000
Local Match Required (to be split among participating partners)	$72,000
Total funding	**$732,000**

Financial Impact to the CMA Budget:
The revenues and costs associated with this project are not incorporated in the CMA's currently approved budget. The additional project costs will be met through additional funding from the sources cited above. The additional costs and revenues for this project will be incorporated into the budget at the next quarterly update of the CMA's current fiscal year budget.

Additional Action Required

Because both phases of the study will require federal funds, the fiscal year 08/09 Annual Anticipated DBE Participation Level (AADPL) dated June 2008 was revised to include this study and submitted to Caltrans Office of Local Assistance for approval. As a result of this project, the AADPL drop from 19.67% to 19.53%. The revised AADPL is still pending approval from Caltrans.